

**AIR QUALITY CONTROL MEASURES ADOPTED BY  
DAVIDSON, RUTHERFORD, SUMNER, WILSON, WILLIAMSON COUNTIES  
THROUGH THE NASHVILLE AREA MPO**

**March 17, 2004**

Note: For Davidson County, this list serves as a supplement to the document prepared by the Metropolitan Nashville/Davidson County Health Department. Many of the regionwide programs mentioned here are partially funded by Davidson County and will have air quality benefits there.

**ADOPTED LOCAL CONTROL MEASURES (TO BE IMPLEMENTED 2004-2006)**

Below is a short description of each control measure adopted by the MPO Board. With the exception of land use planning, which is solely a local responsibility, each of these measures has been added to the MPO's current Transportation Improvement Program (TIP) for funding and implementation during the next three years. Relevant project pages from the TIP have been attached to this submittal as documentation that the projects/programs are funded.

For calculations of the emissions reduced from each control measure, please refer to *Estimates of Potential Emission Reductions for the Nashville Ozone Early Action Compact Area*. This report was prepared by the University of Tennessee's Civil and Environmental Engineering Department, and is attached as part of this submittal.

**1. Traffic Signal Synchronization and Related Improvements**

The five counties in the Nashville Area MPO have committed transportation funds for the following traffic signal improvements to reduce emissions on urban arterial corridors throughout the region:

\$5.9 million in Davidson County; \$1.2 million in Rutherford County; \$1.4 million in Sumner County; \$1.5 million in Williamson County.

**2. Funding and new infrastructure for rideshare/trip reduction programs**

By 2007, the Regional Transportation Authority and the TMA Group in Williamson County will generate a 10% increase in the number of persons using their rideshare programs, including carpools, vanpools, and intercounty express bus routes.

Local governments in the MPO have programmed the following funds to support this effort:

\$2.6 million in the five-county area for RTA rideshare programs, plus an additional \$1 million for Williamson County/TMA Group rideshare programs  
\$800,000 for new vans and upgraded intercounty buses  
\$3.25 million for new park & ride lots  
\$1.9 million for two intermodal stations in Rutherford County (Smyrna)  
\$2.7 million to implement “transit priority” infrastructure between downtown Nashville and the West End area

### **3. Air Quality Outreach and Action Day Program**

This program will include public education about the causes of ozone and particulate pollution, and personal solutions that citizens can implement. The program will work with regional media to broadcast daily “air quality alerts” so citizens know when it is particularly important to change daily behaviors. The program will also work with major employers to develop company-specific plans for “Air Quality Action Days.”

The local governments of the MPO have programmed \$761,500 in funding for the program in 2004-2006. This will include benchmarking and evaluation to measure the program’s effect.

### **4. New Rail Service (Nashville-Lebanon corridor)**

The region is establishing a commuter rail line between Nashville and Lebanon, much of which is being funded through Congressional earmarks. However, significant portions will also be funded by local governments in Davidson and Wilson counties. The following local governments are contributing local matching funds for the project’s capital costs: Metro Nashville/Davidson County, City of Mt. Juliet, City of Lebanon; and Wilson County.

In addition, all the local governments of the five-county MPO have jointly programmed \$1.2 million to help operate the commuter rail line for its first three years.

### **5. Build New Pedestrian Facilities and Bikeways**

The five counties have programmed nearly \$8 million through the MPO for new pedestrian facilities and bikeways, and to increase use of the existing system by improving its safety and functionality. This does not include federal transportation enhancement funds awarded by TDOT, nor does it include projects that will be entirely funded by cities and counties.

Federal and related state and local matching funds for sidewalks, bikeways and greenways: \$4.7 million in Davidson County; \$715,000 in Rutherford County; \$1.3 million in Sumner County; \$150,000 in Williamson County; \$1.1 million in Wilson County. In addition, the MPO has programmed more than \$1 million to build sidewalks in downtown Springfield and in the City of White House. This investment will provide air quality benefits to Robertson County, another member of the Nashville Area Early Action Compact.

## **6. HOV Lane Expansion**

The MPO and the Tennessee Department of Transportation will continue to implement the system of interstate High Occupancy Vehicle (HOV) lanes throughout the Nashville region. Funding has been programmed for HOV lanes in three new areas during the next 3 years: (1) along Interstate 40 in Davidson County, from Interstate 24 to Donelson Pike; (2) along Interstate 24 in Rutherford County from U.S. 231 to State Highway 96; and (3) along Interstate 24 in Rutherford County from State Highway 96 to State Route 840. These three projects will add more than 11 miles to the region's total HOV laneage.

## **7. Land Use Planning that Reduces Driving**

The five MPO counties as well as Robertson County will benefit from an integrated planning approach that emphasizes the relationship between land use and transportation. Local governments in all of these counties have received training in the past two years through regionally-sponsored workshops on creating "walkable communities," as well as other workshops held across Middle Tennessee. New mixed-use projects are beginning to appear which will help reduce the number of auto trips made by area citizens. Several cities have adopted changes to design standards and zoning that promote pedestrian activity, and others are currently considering such changes.

Changing travel habits through land use planning is a cumulative effort that typically takes years to show full results. It is also understood that the other investments on this list, such as rideshare, transit, and improved ped/bike facilities, will also account for some change in vehicle-miles traveled. The counties have thus set a modest goal for the effects of land use planning, of a one percent reduction in vehicle-miles traveled by 2007.